

REMARK**Regarding the Claim Rejection under 35 U.S.C. §102(b):**

The ground rejection of claims 1 to 3, under 35 U.S.C. §102(b) as being anticipated by Radican (U.S. Patent 5,712,789) is respectfully traversed, because the important features of the present invention are not sincerely considered.

With respect to the ground rejection of claims 1 to 3 under 35 U.S.C. §102(b), the examiner indicated that: Radican discloses a container monitoring system and method: (1) tracks location and load status of shipping containers within a defined premises; (2) generates container status reports for customers receiving containers suppliers or shippers, and container carriers; (3) carrier and container identifies are used to track and monitor movements and status of each container from a point of departure to a final destination and return; and (4) a combined computer and telecommunication system for executing the tasks of the container monitoring system.

Throughout a careful studying of the cited references, Radican teaches the container monitoring system and method for scheduling of loading and unloading the containers on the land transportation, except the technology of "establishing Yard Information Database," "Bay Plan including information of specific cargo shipping position," and "establishing shipping order Database to set a shipping schedule according to input content information of loading containers from outer source, Bay Plan, tidal information and navigation schedule for efficient shipping and unloading operation."

The technology of the present invention is related to the scheduling of loading and unloading cargo to a ship at a harbor, which is quite different from the cited references. As disclosed in the present specification, "*Yard Information Database (45) is related to the ship quay location information,*" (Page 10, Lines 6 to 9), "*Bay Plan provides information of*

specific cargo ship position, the ship length divided into a plurality of sections or cells by zoning and numbering, used for a basic loading diagram to assign a proper zone for the various cargoes and schedule the sequence work list,” (Page 10, lines 6 to 9) “the tidal information informs the sea level information that affects the working height of stocked containers on the ship,” (Page 10, line 18 to Page 11, line 2) and “navigation schedule or lane information provides the detailed sailing schedule of a liner for planning the operation of loading and unloading the destined containers at a stop by port.” (Page 11, lines 11 to 17) Those limitations of the claimed subject matters, which are supported by the above quoted paragraphs, must be sincerely considered.

As discussed above, Radican apparently fails to teach the important factors of loading and unloading cargo to a ship at a harbor.

However, the original claims 1 to 3 are deleted and new claims 4 to 6 are added to clarify the claimed subject matter as shown in present claim amendment.

Therefore, the applicant believes the present application is now in allowance condition and early Notice of Allowance is respectively solicited.

Respectfully submitted



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